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**Hawaiian News Company, Ltd.,**  
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## Transfer Of Troops

REGIMENTS THAT WILL PASS  
THROUGH HONOLULU NEXT  
YEAR.

Orders will be shortly issued from the War Department designating the infantry regiments which are to come home from the Philippines and those which are to go out to the islands from the United States during the year 1910. The regiments due to return are the 14th Infantry, which arrived in Manila February 3; the 23rd Infantry which arrived March 4, and the 4th Infantry, which arrived April 1, 1908. The regiments which will take the place of the returning commands are the 6th, 19th and 9th Infantry, in the order named.

It is probable the outgoing regiments will take the stations in the Philippines of those which they relieve, respectively, while returning regiments will succeed to the home stations of the outgoing commands. No cavalry regiments will be designated for the Philippines in 1910, the 2d Cavalry sailing from San Francisco on December 5.—Washington Star, August 15.

## HIGH HENRY IN SAN FRANCISCO

SAN FRANCISCO, August 25.—The Examiner says:

"It would make some of you Americans open your eyes to see a crowd of Japanese immigrants land on your shores and march up the street to the tune of 'Marching Through Georgia.'" said High Sheriff William Henry of the Territory of Hawaii, upon his arrival yesterday in the steamer China from Honolulu.

Sheriff Henry has been a resident of Hawaii for thirty years, has been high sheriff for the last eight years, and is now on the way to visit his boyhood home in Maine, for the first time in ten years.

TREMENDOUSLY CONCEITED.

"We don't like the Japanese in Honolulu," continued Sheriff Henry, "for they are not to be depended upon. It is only the presence of the 5,000 American troops in the islands that keeps them in their place. They are far from satisfactory in an American community. Why, they were simply taking possession of things, and setting up their own little government in Hawaii when the troops became a fixture there and they saw that they could not rule by force of numbers alone."

"I have observed many times that the Japanese do not assimilate with us Americans, and it is just as well. They are unreliable and tremendously conceited, and we in the islands have had our fill of them."

DON'T WANT ANY MORE.

"It is galling to see them come in by the hundreds to make their unwelcome homes among us, and to see them marching along to some of our stirring national airs—humiliating always, though sometimes rather amusing. The Japanese seem to think that that sort of thing is liked by Americans."

"It is just as well that the people of the mainland are not overburdened with Japanese as we are in the islands. To be as closely associated with them as we in Honolulu are only tends to unfriendliness, or perhaps it may be termed lack of appreciation. We do not want any more Japanese."

The steamer Nosa arrived from Kailua early this morning, bringing 2010 bags sugar, 1196 bags paddy, 137 bags rice, 12 bags beans, 12 bags of oil and 26 packages sundries.

*Puritan*  
CREAMERY BUTTER  
TRADE MARK REGISTRATION

The Popular California Creamery Butter.  
New Shipment Just Received by "Alameda"

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## PLAN TO TEST THE COASTWISE LAWS

SAN FRANCISCO, August 27.—Risking fine and imprisonment, the owners of a foreign vessel and consignees on the Pacific coast will enter into a contract to transport coal from one American port to another in order to bring the Federal coastwise navigation laws to test in the courts on the ground that the act of the individual is no more a violation of the statute than the practice of the United States Navy Department of chartering alien-owned colliers to carry cargoes between Atlantic and Pacific Coast points.

The specific act by which the coastwise laws will be placed on trial will be the charter by a Pacific Coast coal company of a foreign bottom to carry 5000 or 6000 tons of coal from Baltimore, Norfolk or Newport News to San Francisco or to Puget sound.

Upon the announcement of the charter the owners of the vessel and the consignees will be liable to fine and imprisonment, as the act will be an open and bold violation of the coastwise navigation laws, which expressly prohibit the transportation of cargoes by foreign vessels between one American port and another.

On the ground that the Navy Department, in chartering fourteen foreign steamships to carry coal from Atlantic to Pacific Coast ports has established a precedent, the consignees will make their defense, contending that the individual has merely followed the example of a department of the United States Government.

The case will prove one of the most singular which has ever been brought to issue in the history of American jurisprudence, and it is expected that it will attract the attention of the entire world. It will be most bitterly fought and it is the intention of both the owners of the vessel in question and the consignees to carry the controversy to the highest court in the land.

## BOWEL COMPLAINT IN CHILDREN

Children when weeding are liable to attacks of diarrhoea and this trouble, especially in warm weather, should never be neglected. The best medicine in use for ailments of this kind is Chamberlain's Colic, Cholera and Diarrhoea Remedy. When reduced with water and sweetened, it is not unpleasant, which is of great importance when giving medicine to children. For sale by all dealers. Benson Smith & Co., agents for Hawaii.

Fine Job Printing, Star Office.

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Why does the FRANKLIN win all the important economy contests and outclass all other automobiles in reliability trials, if it is not the most economical, most efficient and strongest automobile made?

### 1909 FRANKLIN RECORD CONTEST

**HARRISBURG RELIABILITY AND ENDURANCE TEST.**—Franklin Model D won the Governor's Trophy, the highest award of the contest. In this run the Franklin's nearest competitor had 96 points penalization.

**NEW YORK AUTOMOBILE TRADE ASSOCIATION ONE-GALLON MILEAGE CONTEST.**—The Franklin won its class prize, also grand prize, and established a world's economy record by carrying the greatest load the greatest distance on one gallon of gasoline.

**PITTSBURG ENDURANCE RUN.**—Franklin Model D was the only automobile to make the run of 450 miles without penalization for repairs or adjustments.

**WORCESTER RELIABILITY TRIAL.**—Franklin Model D won the only perfect score. The technical examination after the contest eliminated thirteen contestants who had clean road scores.

**CLEVELAND ENDURANCE AND ECONOMY CONTEST.**—Franklin Model D won the highest award. It had a perfect road score and also the lowest gasoline consumption.

**CHICAGO 1000-MILE RELIABILITY TEST.**—Franklin Model D won a perfect score. The technical examination after the contest caused the penalization of many entrants.

**BRETTON WOODS RELIABILITY RUN.**—Franklin Model D won a perfect score. In this run it was the only 1909 stock model that was shipped direct from the factory to the contest route. It went through the 1600-mile grind without a single adjustment.

**GLIDDEN TOUR.**—Franklin Model D and Model H both won perfect scores. In this contest they were acknowledged to be the easiest-riding of all motor-cars, and they had no tire trouble.

All of which proves that an automobile constructed so that it rides easily is the best automobile mechanically and the most reliable, that great weight is not necessary for strength, that Franklin non-jarring construction and light weight mean comfort, economy and safety, that the Franklin air-cooled engine is without a rival for efficient work and staying power.

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## Furniture

We don't want all the Furniture trade of Honolulu, but want patronage for one of Honolulu's industries. In particular---Bailey's Woven Wire Mattresses, and in general, Crescent Feather Co.'s Sanitary Bedding, Merle's Iron Beds, Doernbecker Manufacturing Co.'s Furniture, Heywood Bros., and Wakefield's Chairs.

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[J. S. BAILEY]

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